

PENNELL'S LAST STATEMENT.

JUSTICE MURPHY EXPECTS TO HAVE IT AT THE INQUEST.

The stenographer to whom Pennell dictated it can produce his notes—it was typewritten and was Pennell's last known plea in his own defense.

Buffalo, April 9.—Joining the inquests of Arthur Pennell and Carrie Lamb at the inquest of Justice Murphy will begin at 3 o'clock tomorrow afternoon the public inquest which promises to wind up for the time the entire Burdick-Pennell affair. Later the civil action over \$25,000 of the insurance is to come up in the courts between Attorney Wallace Thayer and Administrator Fred Pennell. But the inquiry beginning tomorrow to end Justice Murphy's investigation. The Justice directed today to hold the proceedings in Police Headquarters instead of at the morgue, as the facilities are better.

One of the most important developments at the inquest is expected to be the production of the statement Pennell prepared before his death. The authorities located it some time ago and expect to be able to bring it out.

One of the witnesses subpoenaed is Stenographer Wallace G. Imphallus of Pennell's office. He was one of the witnesses to Pennell's will. When Pennell came to prepare the statement in his own defense he called in the stenographer and dictated the first draft of the statement to him. This typewritten draft Pennell took and worked over and then called in the stenographer a second time and made certain additions to the first draft. Then the new typewritten copy was prepared, making a complete statement. It made five typewritten pages.

Pennell had arranged for Attorney Wallace Thayer to show part of this statement to Mrs. Burdick to see if it met with her approval, or whether she had any changes to suggest in it. He took the copy of it to his home on Cleveland avenue and left it there.

Administrator Fred Pennell is expected to have it in the papers found at the house where he took them after his brother's death. Administrator Pennell does not have this statement for production at the inquest, the authorities will call upon Stenographer Imphallus to read the statement from his stenographic notes as Pennell dictated it to him.

This statement Pennell prepared to be read to the public. It was his last known plea in his own defense. Pennell stands for his own innocence of the Burdick crime in this last statement. During the days of his preparation immediately before his death, in fact within the last four days of his life, he spoke of it many times, and he remarked that Burdick's wife no said and yet he (Pennell) was being blackened.

He told the newspaper men that Burdick's death was the worst thing that could have happened to him.

If the statement is silent as to the defalcations, he probably expected that those interested in the administration of his estate would not share the public satisfaction or become the authority for branding him as a swindler.

"I have already in my possession," said Justice Murphy, "subpoena requiring the attendance at the inquest of Thomas Penney, administrator for the Pennell estate; J. Frederick Pennell, administrator of the estate, and Wallace Thayer, who was Arthur R. Pennell's legal adviser and who holds a trust deed to him; and Arthur R. Pennell. Besides these, I shall subpoena Police Captain Cahill's list of witnesses, who are expected to testify to the movements of the automobile in which Mr. and Mrs. Pennell met their death."

"These witnesses," it is expected, will describe the movements of the automobile from the time it left Kensington and Bailey avenues, over Kensington and then on Leroy to Orville street, its movements back and forth on Orville street, then the start down Kensington avenue at full speed, the top having been pulled down, Pennell's hat being blown off by the wind, his leaning forward in an effort to clutch the steering wheel and set the brakes, Mrs. Pennell's scream and the plunge over the brink into the quarry. The witnesses and the official report will be the only ones we have in mind now, but the testimony may develop in such a way as to necessitate the calling of other witnesses."

"Do you expect J. Frederick Pennell to be on hand?" was asked.

"I have received information that he will be here when wanted," replied Justice Murphy. "I shall notify Thomas Penney that Mr. Penell is wanted."

Since the "typical Yale man" memorial to Pennell appeared there has been much talk over it. President Arthur T. Hadley of Yale, who was in Buffalo to-day said:

"Arthur R. Pennell, in connection with the Burdick murder case, did not act like a typical Yale man. So far as I can learn, college Pennell was always a modest, honorable and, as has been said, in general a typical Yale man. It is not well to judge a man until the legal investigation has been finished. I have no objection with reference to the matter of the reported defalcations by Pennell. I read that such was announced by a Buffalo lawyer, but, as I said before, I will not discuss a case before it is officially settled."

DROVE BLINDFOLD IN LONDON.

An American Mind Reader Pilots a Team in Safety.

Special Cable Dispatch to THE SUN.

LONDON, April 9.—An American mind reader of the name of Ahrens Meyer, who blindfolded to-day, drove a team of horses in safety through some of the West London streets, despite the fact that there was considerable traffic at the time.

TO QUIT WORK FOR MARRIAGE.

Large Number of Factory Girls in New Haven to Become Easter Brides.

NEW HAVEN, Conn., April 9.—When eighteen young women walked into the office of the I. Newman & Co.'s corset manufactory, the superintendent of the factory thought that there was a strike coming and that the Grievance Committee for the several hundred girls employed in the factory were there for more pay.

"We are going to stop work at once," said some of the girls, "but if you insist on a week's notice we will give it to you."

"What's the trouble?" asked the superintendent.

"Oh, nothing much," was the answer. "We are going to be married right after Easter Sunday and we want to stop work."

The superintendent gave his consent and his congratulations. It is announced tonight also that in many of the other shops of this city there have been more than the usual number of young women who have left the factories to become brides for marriage next week. There has been a large exodus of girls from the Winchester Repeating Arms Company and from the corset factory of Strauss, Adler & Co. within a week for the same reason.

\$30,000 SUIT OVER A TELEGRAM.

W. G. Cooke Wants Damages Because a Message Became Public.

MORRIS, Ala., April 9.—As a result of the Cooke trial last summer at Senatobia, Miss., a suit was filed in the Tate County Circuit Court to-day by W. G. Cooke against the Western Union Telegraph Company and its agent at this place, Roy H. Hall, for \$30,000 for making public the contents of a private telegram sent to W. G. Cooke by his attorney, a summer from Narragansett Pier in regard to the action of Justice White.

This telegram was read by almost every newspaper agent in the State and spread broadcast before it reached Mr. Cooke. The suit is for the largest sum ever mentioned in a case in this county.

New York, Boston, Philadelphia, Chicago, St. Paul and other American cities—and London.

THE CHELTENHAM PRESS numbers among its clients some of the largest and most important industrial and commercial concerns.

150 Fifth Avenue
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SEVEN BOY HOUSEBREAKERS

CRAWLED IN A COALHOLE AND STOLE GOODS WORTH \$5,000.

Youngest of the Prisoners is 8 and the Oldest 14—Folks Were Moving From the House They Robbed—Put Up to the Job by a Man Whom the Police Seek.

The police of the East Fifty-third street station yesterday afternoon arrested seven boys whose ages ranged from 8 to 14 on a charge of having broken into the house at 252 East Fifty-third street and stolen about \$5,000 worth of clothing and jewelry.

The house which was robbed is occupied by Mrs. Beesie Dempsey, who is moving. Part of her belongings had already been taken to her new home, and she went there yesterday afternoon, leaving the five-Fifty-third street house. When she returned she discovered that she had been robbed, and notified Capt. Lantry of the East Fifty-third street station.

He put five of his detectives on the case and they found Jacob D. Leonard, 8 years old, of 901 Second avenue, who confessed that he was one of the burglars. He said that a man told a gang of boys, of whom he was one, that if they came with him they could get money easily. The Leonard boy said they tried open the coalhole and got into the house, where they packed up the clothing and other things and went out by the front door.

The boy was locked up after he had given the names of his companions, and later the detectives arrested Albert Nabok, 14, of 1014 Second avenue; Joseph Teich, 13, of 301 East Fifty-third street; Thomas Holohan, 11, of 301 East Fifty-third street; Frank Stewart, 14, of 318 East Fifty-third street; Harold Morris, 12, of 1023 Second avenue, and Thomas Terari, 13, of 1021 Second avenue.

The detectives searched their homes and found that the boys had hidden their shares of the stolen goods. One of them had also sold a \$35 overcoat for 20 cents to Pedro Frachilli of 1017 Second avenue. Frachilli is arrested for receiving stolen goods.

The boys will all be arraigned in the Children's Court this morning. The detectives are looking for another boy and for the man who put the boys up to the crime. All the property excepting about \$100 worth was recovered.

PROGRESS MADE IN BROOKLYN.

President Swanstrom's Report to Mayor Low.

President Swanstrom of the borough of Brooklyn sent his report to Mayor Low yesterday. In it he compares the results of his first year of administration with those of the four years preceding and indicates the superiority of conditions now over those that obtained at the close of President (now Controller) Groat's administration. In opening his report he says that the last municipal election divorced the administration from politics and only this made possible "a business administration of municipal affairs."

The report dwells on the price of asphalt paving and the form of contract and specifications and says:

As a result contracts for asphalt pavement, including the concrete base and the guarantee of maintenance for five years, have been made at an average price of \$1.75 per square yard, as compared with the average price of \$2.35 per square yard paid to the Asphalt Trust in 1900 and 1901 for similar work on similar terms.

The borough has laid 49.04 miles of pavement during the year, of which 30.01 is asphalt. The report adds:

The total amount of contracts executed for repaving of streets from Jan. 1, 1902, to Jan. 1, 1903, was \$1,380,875. Contracts for that purpose have been executed this year to the amount of \$1,380,875. With the smaller sum, however, a much greater volume of work was done, owing to the decrease in the cost of asphalt pavement.

The borough president condemns without qualification all previous methods of paving obtaining in Brooklyn. Under the supervision of the Assistant Commissioner of Public Works, 265 contracts involving an expenditure of \$4,260,443.31 were made.

The following table shows the amount of flagging and cement sidewalk contracts for during the year:

	No. Ft.	Cost.
Bluestone flagging (public contract)	18,140	\$18,140
Bluestone flagging (private contract)	102,300	\$102,300
Refinishing done	1,574	\$1,574
Concrete sidewalks (public contract)	143,500	\$143,500
Concrete sidewalks (private contract)	25,000	\$25,000
Total	300,514	\$300,514

In 1902 contracts were made for 4,000 enameled street signs, more than 2,700 of which have been placed at a cost of 56 cents each.

It was found necessary, he says, to reorganize the Bureau of Sewers, because of "reckless extravagance and gross neglect." As a consequence the price of cleaning sewer basins, in 1901, \$4.00 each, dropped to \$1.96 in 1902.

The cost of contracts for new sewer work authorized by the Board of Estimate in 1902 amounts to \$2,170,848. The Borough President recommends the construction of certain relief sewers at a cost of perhaps \$800,000.

The report discusses at length the need for a new municipal building. It says:

The present Municipal Building, which adjoins the Kings County Court House, is from an architectural standpoint, an eyesore. The structure is antiquated and lacks the most valuable character, the loss or destruction of which would entail serious consequences to the city of New York.

President Swanstrom says the centralization of the school system is unnecessary, and that:

I trust that the success that has attended the experiment of decentralizing other branches of the city government will prove the Legislature either to enlarge the powers of the local school boards or to adopt such a plan as will place the Charter as will create broader centers of school administration.

The report closes with a discussion of interborough transportation. It says:

The development of Brooklyn has been retarded by the lack of proper rapid transit facilities. The city government has an adequate plan for the improvement of the transit system of the city, but it is in the course of a few years, the chief residential part of Greater New York is to be a better place in a city's history, the population of which will have been over 2,000,000 and passed that of Manhattan.

Congressman Ketchum III.

Congressman John Henry Ketchum, who represents the Twenty-first Congress district of this State, is ill at the Grand Union Hotel with a bad cold. He is 71 years old.

MOVE GIANT STACK UPRIGHT.

IT IS NOW ON A 75-FOOT JOURNEY IN ORANGE VALLEY.

It is 110 Feet High, 1-2 Foot Thick and It Weighs 24,000 Pounds—A Guy Rope Was Stationed in a Tree Crotch Quits His Post and the Chimney Leaned.

Almost all of Orange Valley, N. J., turned out yesterday afternoon at F. Berg & Co.'s new factory there to see the steel smokestack, 110 feet high, moved from the site of the old factory, which was burned down last July, to the new engine house, 175 feet away. The gigantic metal column was, however, taken only half the distance when signs of an approaching storm and fear of a quicksand bed in the path of the chimney caused the contractor to tie down the monster for the night.

As far as the stack was taken, though, the moving was a success. The only incident that occasioned any apprehension at all for those who had charge of the work was the failure of a workman to stay at his post at the end of one of the guys. His post was in the crotch of a big maple tree. He was to let out slack or take it in as required. He jumped or fell just as the big stack was making the first stage of its journey. His guy rope not being let out, it drew the stack a little out of plumb, but the trouble wasn't serious and was remedied in a few seconds. For the spectators the operation was thrilling enough.

The stack's average diameter is 5½ feet, but at the base it is 7½ feet. Its weight is 24,000 pounds, exclusive of the heavy scaffolding that has been built up on the inside of the stack in its original position. The stack was anchored on a brick foundation by four mammoth iron rods which went through the solid metal base into the masonry below.

The guy ropes and supports used in the work yesterday were of heavy twisted steel. There were eight of them, four fastened to a steel band about 30 feet from the top of the stack, and four to another band just half way up. The lower guys went down at a very sharp angle, two of them being fastened to the temporary standard upon which the stack was placed. They were the principal supports, acting like the stays of a mast. The upper guys formed an angle of about 45 degrees with the stack and were secured principally as safeguards in case of an accident.

As soon as the supports had been secured at the lower ends to trees and anchors sunk in the ground the men went to work on the brick work that supported the base of the stack. The heavy iron rods which were sunk into the masonry were sawed off and two big pulleys were pushed into the spaces that had been made in the foundation. The preliminary work took a lot of time, and it was noon before things were ready for the actual moving.

Then Foreman Frank Camp got the crowd back and adjusted the screw jacks under the beams at the stack's base. Four thousand pounds of weight were put on each end of each beam to be operated the jacks took their places and began at the work, timing their strokes to a count. Sensible and steady, they advanced whenever one of them got out of time, and they operated the machines accordingly.

In this way the stack was raised about 5 inches from its foundation almost imperceptibly and with scarcely a sound save the ring of the steel guys as they were stretched and adjusted to their new position. As soon as the proper elevation had been secured, the standard, or cradle upon which the 24,000-pound stack rested, was strengthened by additional timbers and a temporary base built up around the jacks. Then the stack was ready to be pulled along "wheels" which consisted of four sets of heavy beams. These beams, as well as the bottom of the cradle, were daubed thickly with axle grease and soft soap. Chains were passed around the beams, connected with a two-arm pulley. The power was supplied by a horse and drum.

There was a great creaking and stretching and straining when the horse started up and the rope began to run on the pulleys. Everybody was watching the tower intently expecting to hear the stack slip over the track. But the horse suddenly came to a stop. He could not budge it.

Foreman Camp explained that the timbers on which the stack rested were wet and that the horse would have to have some help. He sent two of his men down to the base with heavy sledges and rollers. The pulleys began to run again they struck the beams with the sledges. The jar started things and the tower moved a few inches, about 10 inches, with a great rattling of wheels and creaking of timbers. To those who looked on from a distance it seemed as though the tower had actually lurched forward several feet.

It probably seemed that way also to William Mackpiece Hooker, who was tending the guy rope in the maple tree, and who disappeared just about that time. Anyway, he said that he "done thro' his perch." He is a colored man.

After it was once started the tower slipped along smoothly and without a hitch until a rainstorm came up and the service made earth that had been filled in over a quicksand deposit. Then the contractor quit for the day.

The following stack will be turned partly around, and after being pulled to its new foundation will be lifted up almost two feet and let down in such a way that the four iron rods which anchored it will fit exactly in the holes in its base. The contractor fears some trouble in going over the quicksand deposit. A sag of the bottom of the stack would mean a matter of many feet at the top. Guards were stationed by the guys and supports last night.

"COMMON GAMBLER AND THIEF."

Chief Murphy Makes Stinging Answer to Bucklin's Suit.

TRENTON, April 9.—Chief of Police Benjamin Murphy and Patrolman Robert Pearson of Jersey City, filed pleas in the United States Circuit Court to-day in answer to the \$25,000 damage suits for false arrest instituted by David W. Bucklin, alleged to have been the manager of a gambling house of Richard Canfield in New York. The answer justifies the action of the Jersey City police by saying that Bucklin was a common gambler and thief, and that on Jan. 20 he had on his person in Jersey City a note for \$30,000 which he obtained from Theodore Hostetter, a wealthy young man of New York, after playing him with liquor. This note, the answer says, was obtained to pay alleged losses of Hostetter, incurred after he had been made drunk. It was also charged that an unfair advantage was taken of Hostetter by means of "trick wheels," "fake fair laws," "false" and "cogged dice."

The answer is alleged to have occurred on April 5, 1902. Chief Murphy charged that Bucklin, as manager for Canfield, knew of the fraudulent device. Chief Murphy and Patrolman Pearson contend that as Bucklin was abroad in Jersey City on Jan. 20, he was a disorderly person and that his arrest was therefore within the rights of the Police Department.

The answer was that when arrested Bucklin admitted that he was a professional gambler, having no other means of support. He is also said to have admitted that he had been arrested in Providence and New York, but had managed to "beat" the Providence authorities and escape conviction.

As the Water Since Jan. 30.

The drowned body of William Stewart was found in the river at Erie Basin, Brooklyn, yesterday afternoon. He was 60 years old and was employed on the canalboat "Isaac Mincher." He disappeared on Jan. 30. The body was taken to the Morgue.

The 10th THOUSAND

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Story of My Life

By Helen Keller

Mark Twain has declared that the two most interesting characters of the nineteenth century are Helen Keller and Napoleon Bonaparte. Here is Miss Keller's own amazing story, with a hundred of her letters to well-known people, unpublished letters from her teacher, Miss Sullivan, and an exhaustive study of her by John Albert Macy. (Illustrated, net \$1.50.)

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"THE PIT" IS THE "BIG NOVEL" OF 1903.

STEAMER INSPECTOR NEAR 80

NEW YORK SHIPPERS HOT OVER A SHAW APPOINTMENT.

Secretary Has Sent J. A. Dumont to Be Head of the Steamship Inspection Corps at This Port—Petrie, ex-Commodore Steps Down—Protest May Be Made.

The appointment of James A. Dumont as Inspector of Steamboat Hulls at this port, which took effect on the 1st of this month, has stirred up indignation among the shipowners of this city. The appointment became generally known only within the last few days, and it will not surprise many, it was said yesterday, if eventually steps are taken to bring it to the attention of Secretary Shaw of the Treasury Department.

Mr. Dumont, or "Gen." Dumont, as he has been called, because he has been Inspector-General of the U. S. Bureau of Inspection-General of U. S. Steam Vessels at Washington, is almost, if not quite, 80 years old. This alone, according to his critics, unfits him for the place he now has, which requires him to inspect once a year—if not personally, through his inspectors—the vessels of this port, comprising one-fifth of the entire shipping of the United States.

What has mystified the shipping people, they say they have looked forward to a thorough reorganization of the whole bureau by Secretary Shaw, is the fact that in his appointment of Mr. Dumont the Secretary has followed a course which, the shippers say, seems to them to be reorganization backward.

For twenty-seven years Mr. Dumont had been Inspector-General and head of the bureau. For many years he was made by shipping men in many parts of the country against his continuing to hold that place on account of his age and, as they put it, because of the antiquated character of some of the rules he has made in this age of modern vessel construction. When Mr. Shaw took office and began the process of reorganizing affairs in the bureau he started by demanding the resignation of his head. According to those who followed the course of affairs, Mr. Dumont was told at that time that he could have another place, not quite so important. This is the place he has got. He has charge of eleven assistants, upon whom devolve the real inspection duties on all steamers and sailing vessels of the United States.

For the last eight years Capt. Peter C. Petrie had held this place. Capt. Petrie, though 70 himself, is a former commodore of the Navy and is versed in navigation and the construction and management of modern steamers. He is now only one of the assistants in the bureau and gets \$2,500 a year instead of his former \$3,500. Mr. Dumont has been paid down from \$3,500 to \$2,500. Capt. Petrie, it is said, complied very unwillingly with Secretary Shaw's demand to give up his job to Dumont.

According to the *Spectator*, a shipping trade journal, Mr. Dumont began his career on a North River wharf, went around the globe on a square-rigger, and afterward commanded a tugboat, from which place he became Inspector-General. This is the story told at that time that he could have another place, not quite so important. This is the place he has got. He has charge of eleven assistants, upon whom devolve the real inspection duties on all steamers and sailing vessels of the United States.

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LETTER FROM MRS. H. S. HOYT.

Who Sent Mrs. Van Rensselaer Away—Defends Her Colored Maid.

When it was telegraphed from Newport last Friday that Mrs. Henry S. Hoyt would not be responsible for any bills contracted by Mrs. John King Van Rensselaer, the latter's husband said that for some time Mrs. Hoyt, who is nearly 94 years old and very feeble, had been so completely in the power of a negro woman she had employed as a maid that she had become prejudiced against Mrs. Van Rensselaer. Finally, said Mr. Van Rensselaer, Mrs. Hoyt had ordered his wife, who had for a long time lived with the old lady at her home on the Old Beach road at Newport, out of the house.

Last night THE SUN received by mail from Newport a typewritten page dated in what appears to be a firm feminine hand, signed by Mrs. Hoyt in a feeble one and reading as follows:</